

**WHAT IS CLAIMED IS:**

1. A restraint system for protecting an occupant of a bunk in a compartment, comprising a cushioned restraint attached to at least two straps, each strap being also attached to the compartment, wherein in a first position, the cushioned restraint  
5 forms a visually integral portion of an interior surface of the compartment, and in a second position, the cushioned restraint is releasably attached to an end of the bunk such that the straps extend over the bunk and an occupant of the bunk is restrained by the cushioned restraint and the straps and protected from impacting hard surfaces in the vehicle.

10 2. The restraint system of claim 1, wherein the straps are flexible, and the restraint system further comprises at least one latch for releasably attaching the cushioned restraint to the end of the bunk and strap retractors operable to retract the straps when the cushioned restraint is in the first position.

15 3. The restraint system of claim 1, wherein in the first position the cushioned restraint is retained in a recess in the interior surface of the compartment.

20 4. The restraint system of claim 3, wherein the cushioned restraint includes a support bar extending through and protruding from the cushioned restraint, wherein protruding ends of the support bar are engageable with latches on the interior surface of the compartment such that the cushioned restraint is retained at the interior surface.

5. The restraint system of claim 4, wherein a latch on the interior surface of the compartment comprises a broom clip style latch.

25 6. The restraint system of claim 3, wherein the cushioned restraint includes at least one handle for moving the cushioned restraint from the first position to the second position.

7. The restraint system of claim 1, wherein the compartment is disposed in an over-the-highway tractor, and in the second position, the cushioned restraint forms a barrier between an occupant of the bunk and other portions of the compartment.

30 8. The restraint system of claim 1, wherein the end of the bunk is forward-most in a direction of travel of the compartment.